Mr. P. Padmanabhan Tampi: Sir, we have half an hour more for questions. Only a limited number of questions has been answered.

President: Perhaps the honourable member would have noticed that there has been some improvement in the number of questions that are tabled for each day after the complaint was made the other day. Perhaps the reason why a shorter time is taken in this House for answering questions that appear on the agenda is due to the fact that there is a smaller number of members in this House and therefore supplementary questions are not as many and as large as in the other House. That, of course, should be the reason why more questions should be put on the agenda. Well, I have already asked the Government members to try and expedite answers and I have been told by the Government member that everything is being done to expedite answers in regard to questions for which they have received information from the heads of departments concerned and I hope that the same activity will prevail on the Treasury Bench and that they will help to answer almost all the questions which have been already sent up.

The House will remember that it has to elect a member to the Public Accounts Committee and another member to the Standing Finance Committee to continue during the official year 1111. I have therefore to fix the day and the hour for such elections and the method of such election. I think it will suit the convenience of honourable members if I should decide that these elections should take place immediately after the work of the day is over on Monday, the 12th instant. The elections will be presided over by one of the two panel of chairmen whoever may happens to be present. The method of election will be the same as in last year, namely, by ballot.

We will now proceed to the voting of demands for grants. The discussion on Demand II will be continued. Mr. Nilakanta Pillai was addressing the House when it adjourned last evening and if he has still any further observations to make he will begin.

VOTING OF DEMANDS FOR GRANTS

DEMAND II—PUBLIC WORKS DEPARTMENT—(*contd*).

Mr. K. P. Nilakanta Pillai: Sir, I was just complaining the other day that no definite policy is pursued by the Public Works Department in regard to the development of the water-ways which are kept in a very neglected condition. Long ago, when expert opinion was not available to advise the Government, they thought of opening a water-way which would go from Cochin direct

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to Cape Comorin, I mean the Puthanar canal. That canal has been completed partly and the remaining portion is left uncompleted till this day. Even the partly compeleted Puthanar canal is not properly attended to by the Public Works Department, so much so that bricks and silt have accumulated in the canal and has made it not navigable. Sir, it is a well-known fact that, if transportation by water, especially when Travancore is given such natural advantages which may not be available to any other State, is to be neglected, it is nothing but pitiable. Every one knows that if a cart-load of copra or coir is to be taken from Cochin to Trivandrum the cost may be Rs. 25. But 12 cart-loads can be taken in a boat and the cost will be only Rs. 13. From this, it is evident that transportation of goods through water-ways in Travancore is very cheap and, whatever may be the other methods of transport that may be introduced from time to time, it will not reduce the cost appreciably. My humble submission, therefore, is that Puthanar has to be completed at the earliest possible opportunity and if it is done at this time it will also be a measure of relief at this period of distress.

In this connection I wish to draw the attention of Government to the fact that our ports are completely neglected and kept out of date. Sir, by means of interpellations, I brought to the notice of the House how much trade is carried on at the Valiathura Port now both.from the point of view of the steamers that touch the port and from the point of view of the business done in tonnage ; but I regret to say that practically nothing is spent towards the improvement of this port. In view of the Davidson Committee Report and the correspondence that has been going on between Our Government and the other Governments concerned in the Cochin Harbour Scheme, we do not think that we can rely on the future of the Cochin Harbour so that we may share its profit. Therefore it is all the more the duty of Our Government to improve all the ports on this side of Quilon.

Sir, in this connection I want to make an observation about some of the suggestions made by some honourable members of this House about the proposed extension of the railway from Kottarakara to Alwaye or from Trivandrum to Nagercoil. I am entirely against those extensions being undertaken. Sir, from the working of the existing railways in Travancore we know it as a bare truth that our railways are unable to compete successfully with the bus traffic. The honourable members who expressed the idea of extending the railways are not aware that the conditions in Travncore are different from the conditions obtaining in British India or in western countries. In British India, I believe, people live in villages or small towns. Therefore trunk lines can be opened and the expenses

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[Mr. K. P. Nilakanta Pillai.]

can be met chiefly from passenger traffic alone. But here the houses or homesteads are scattered and therefore there is absolutely no use in attempting to open railways from one part of the country to the other. The Puthanar water-way proposed from Cochin to Cape Comorin, if developed, will touch every important river. On account of the peculiar natural conditions of Travancore all the rivers which are navigable will touch this canal and therefore there will be every facility for transport through water. My humble opinion, therefore, is that it would be a foolish act on the part of Government if they are to spend any more money on railways in Travancore.

Sir, another point I wish to refer to is that the existence of the Chief Engineer is not visible from the Public Works budget of this year. There is a Chief Engineer for the whole of Travancore. It appears to me that the Public Works budget proper for this year is prepared by the Executive Engineer at Trivandrum and the Chief Engineer had no concern whatever with the allotments made under P. W. D. Sir, I can understand that, roughly calculating, an amount of Rs. 25 lakhs is provided for various improvements in the Trivandrum town. That, of course, is a useful thing from the point of view that it will provide work for some people but, in the absence of ample provision for works in other parts of the State I am of the view that, in spite of the advantage, it will be a reactionary policy. Sir, works of improvement could be undertaken only when there are sufficient funds at the disposal of the Government and when it will not affect unemployment adversely. I believe, it was Mr. James Stewart, the Special Officer appointed in Britain recently, who observed that, unless such national works are undertaken at a time when the Government can think of large funds and if they will not in any way affect unemployment adversely, such enormus expenditure is unjustifiable. I draw from this that when such a big amount is allotted for various improvements in the capital city, even the benefit which the poor labourers may receive here will be adversely affected, because it is our experience that there will be a regular flow of labour from all parts of Travancore and the contractors will be made to gain at the expense of these poor labourers because cheap labour will be made available to the contractor. Therefore, it will adversely affect the prosperity of even the labouring classes.

Then I want to make one more observation. Sir, whatever may be the recent policy pursued by the Government towards the industrialisation of the country, the fact that Travancore is mainly

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an agricultural country cannot be forgotten. Perhaps, I would offer my criticisms on this subject when the grant for Industries is moved. But, at present, all that I want to say is that it was as a result of the expressed opinion of this House and other public bodies that a separate buget head was created for minor irrigation and allotments made separately. And I fail to realise why the amount allotted under that head could not be spent by the department. We have been agitating for the creation of a separate branch for minor irrigation and a Minor Irrigation Department has been created and put under a separate officer. If the particular officer in charge of the department was unable to expend the amount allotted and allowed it to lapse, I mildly put it as nothing but irresponsible way of transacting State business. Therefore my humble submission is that, in view of the small amount granted this year, the whole of it should be directed to be spent by the department as early as possible. And, in this connection, I want also to make a suggestion. We have already run into a deficit budget. We do not therefore mind if the deficit goes up to 7 lakhs or 10 lakhs. A sum of 10 lakhs of rupees may be provided for carrying out useful nation-building activities in the rural parts of the State. That will also relieve the economic distress to some extent. With these remarks I oppose the motion.

Mr. V. S. Arumukham Pillai : Sir, I rise to support the motion. My object is to draw the attention of Government to the extreme necessity for forming a separate Irrigation Division for the Kodayar Project, called the Kodayar Irrigation Project Division, and for taking immediate steps to extend the railway from Trivandrum to Nagercoil and for re-opening the Srimulapuram Port. Sir, before dealing with these questions it is my painful duty to point out to the Government that the main feature of the Public Works budget is the unequal allotment of expenditure. Sir, for the last 10 or 15 years, so far as the Southern Division is concerned we have been given a step-motherly treatment. The following figures taken from the budget will amply illustrate this. The total allotment for the whole State for all kinds of maintenance is Rs. 13·15 lakhs. Out of this, the amount allotted for the Nagercoil Division is Rs. 2·17 lakhs. Out of this an amount of Rs. 57,766 is for productive irrigation, which will be paid back under the Kodayar Project water-cess account, and has no bearing on the general revenues of the State. So deducting this the amount actually allotted for all maintenance works in the Southern Division is only Rs. 1·29 lakhs. Against this sum of Rs. 1·29 lakhs, the Southern Division pays more than Rs. 2 lakhs alone by way of tolls and other dues.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. V. S. Arumukham Pillai.]

Next, under works in progress for roads, the amount allotted for the Nagercoil Division is Rs. 18,640; the amount allotted for the Alwaye Division is Rs. 27,920; the amount allotted to the Kottayam Division is Rs. 67,600; the amount allotted to the Quilon Division Rs 52,100; and the amount allotted to the Trivandrum Division is Rs 36,750 less the amount for town-planning.

Under new works for roads, the amount allotted to the Nagercoil Division is Rs. 4,600; the amount allotted to the Alwaye Division is Rs. 10,750; the amount allotted to the Kottayam Division is Rs. 16,500; the amount allotted to the Quilon Division is Rs. 25,000; and the amount allotted to the Trivandrum Division is Rs. 24,400 excluding town-planning.

Under bridges and culverts, the allotment for the Nagercoil Division is Rs. 4,000; for the Alwaye Division Rs. 4,855; for the Kottayam Division Rs. 10,650 and for the Trivandrum Division Rs. 23,370.

For works in progress under Irrigation, for the Nagercoil Division a sum of Rs. 6,300 has been allotted under interest-bearing capital reproductive works while for other parts of Travancore the sum allotted is Rs. 1·39 lakhs out of the general revenues.

Under new works, the amount allotted to the Nagercoil Division is Rs. 1,390; the amount allotted to the Alwaye Division is Rs. 2,115; the amount allotted to the Kottayam Division is Rs. 41,000; the amount allotted to the Quilon Division is Rs. 21,660; and the amount allotted to the Trivandrum Division is Rs. 3,860.

Under new works -Irrigation, a sum of Rs. 26,130 has been allotted for the Nagercoil Division under interest-bearing capital reproductive works, while the amount allotted for other parts is Rs. 1·37 lakhs.

As regards road development fund, out of a total of Rs. 3·22 lakhs the Nagercoil Division has been allotted a sum of Rs. 30,000 only although we pay about half the amount by way of petrol duty.

Sir, again, it is worth mentioning in this connection that the M. S. Road which is maintained at a cost of Rs. 75,000 yields a revenue of about two lakhs of rupees. I beg to point out in this connection that the M. S. Road is the best reproductive work in Travancore. Of course, I refer to the M. S. Road in the Nagercoil Division.

Sir, the main occupation of the people in South Travancore is agriculture and the Public Works Department is mainly responsible

LIBRARY ARCHIVES Kerala Legislative Assembly

for agriculture through the Kodayar project. The recent drought has conclusively shown that the long cry of the people that something more should be done in order to work out the project successfully has proved to be too true. Even during the normal season when there is sufficient water in the reservoir, there has been failure of crops and immense suffering. This is due to the mistake in having disposed of a large number of tanks in spite of the serious protests from the people and in converting the whole area from the supplemental system to the perennial system. Now, it has been found that the present capacity of the Kodayar reservoir is insufficient and that the reservoir in its present capacity cannot be depended upon in future. Therefore, in order that the project may successfully be worked out, it is clear that some additional scheme is necessary to enable the reservoir to get a larger supply of water and it is also necessary that the existing tanks and channels should be properly maintained. Sir, the channels and tanks as they are now existing are very unsatisfactory. All of them are completely silted up and unable to hold even one-fourth the quantity of water which they were capable of holding 10 or 15 years ago.

In this connection I may refer to the remarks made by the Land Revenue Commissioner at the beginning of this year. When we were going through the main road we came across a channel and he remarked that the channel was on the same level with the road itself. I believe he may remember that now. That is the state of affairs in South Travancore. That is the unsatisfactory condition in which the tanks and channels are being maintained there. Therefore there is no wonder why crops fail so enormously. Considering, therefore, the magnitude and importance of the irrigation in South Travancore, I have to point out that an Executive Engineer with his multifarious duties cannot properly attend to the irrigation works in the Kodayar project. Consequently, it has come to this, *viz.*, that when the ryots are faced with failure of harvest, these maistries and watchers are faced with bumper crops and harvest of money. In view of these circumstances it is absolutely necessary that a separate Irrigation Division for the Kodayar project should be formed and it should be placed under the charge of an Executive Engineer, Sir, this would not cost very much because the civil work of the division may be entrusted to the Trivandrum Executive Engineer and the expenditure involved in the separation could be met from the project itself. Therefore, no additional cost is necessary and it will be a great boon to the people. The Irrigation Executive Engineer can not only attend to the administrative and maintenance work but he will also have ample time to study many of the problems connected with the project.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. V. S. Arumukham Pillai.]

I may also express in this connection my gratitude to the Chief Engineer for the mercy which he has shown to the ryots of South Travancore in inaugurating the Chittar scheme. But I find from the budget that only a small sum of Rs. 5,000 has been allotted. I appeal to the Government for contributing more funds and for expediting the work as early as possible.

The next point I wish to deal with is about the extension of the railway from Trivandrum to Nagercoil. My friend Mr. Nilakanta Pillai is dead against the extension of the railway. One of the grounds alleged by him is that the houses and villages in Travancore are scattered. But so far as the Nagercoil Division is concerned, I may inform the honourable member that the situation of the houses and streets are similar to those in the Tinnevelly District and that they are entirely different from the houses and villages in North Travancore. Therefore that is not a ground for saying that the railway should not be extended to Nagercoil. Sir, in North Travancore they have got ample facilities for transportation of goods through backwaters and channels. But here, in South Travancore, which produces palmyra products, fish, monazite and other things, we have to pay very heavy cost for transporting them and that is one of the chief reasons why commerce is not developing in South Travancore. So far as I know, in North Travancore for a load the cost is three pies per ton per mile; on the other hand in South Travancore to carry a load of the same quantity we have to pay eight annas per mile.

Mr. G. Narayana Aiyar: May I know from the member whether there is backwater communication in Kunnatnad and Muvattupuzha taluks?

Mr. V. S. Arumukham Pillai: I am not aware. I have not gone to those taluks.

I may assure the House as well as the Government that, if the proposed railway line is opened, it will be a source of great profit to Government and it will compensate for all the losses sustained by them in the opening of the Quilon-Shencotta Railway. I may also inform the House in this connection that the line was sanctioned and estimate prepared at a cost of Rs. 60,000 and the promise by the Government was that it will be taken up as soon as the Chakkay-Thampanoor extension was completed. Although that extension was completed, I am sorry to say that the question of extension of the railway to Nagercoil has not yet been taken up. If the railway is extended and worked out, there are great opportunities for the re-opening of the Srimulapuram Harbour. That harbour was declared open by the late Sir V. P. Madhava Rao

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when he was the Dewan of Travancore. But after 10 years it was given up by Government. Now I have to point out to the House that a ten years' period is not a sufficient period to test the utility or otherwise of the harbour. That place has got its natural advantages and it will be very useful for a harbour and, if it is re-opened, not only the commerce of the country will improve but it will also be a scurce of great profit to the State.

Mr. E. P. Varghese: Sir, I support the demand made for the Public Works Department but with some reservations. On looking through the budget I find that nearly Rs. 18 lakhs are allotted for works in Trivandrum itself. To the demands of the northern parts of Travancore, which are very backward in means of communication, sufficient funds have not been provided. I think it is not just to the rural population to deny them the ordinary means of communication and the ordinary conveniences of life till the urban population enjoys public parks, electric fans and lights, swimming baths, pitched and even cemented roads. Especially with regard to my taluk, that is Shertallai, I think the Public Works Department has been turning to it like the visitation of a comet, few and far between. In density of population Shertallai ranks as the fourth while in the means of communication it is the 27th in the State. There is but one main road which runs through practically not very populated or rather desolate area. We have been applying to the Government several times for roads parallel to the main road along the coasts both in the east and the west and we find that the road along the east coast has already been sanctioned. I would request the Government to pay some more attention to the west coast of the taluk which is more thickly populated. If only one and a half lakhs of rupees are to be diverted from the 18 lakhs for a beach road from Alleppey to Arathinkal we would be immensely benefited. The law of diminishing returns has already begun to operate as regards cocoanut cultivation in these parts and we have no means of carrying agricultural manure to these places. Thanks that the malaria has not attacked us; else, the medical men would have found it difficult to reach us. But we have another 'aria', the filaria.

Mr. Komilezhathu Sankaran: May I know from the member whether all the ryots of the Shertallai taluk are getting manure from the Agricultural Manure Depot?

Mr. E. P. Varghese: Although we want to get it there is no means of getting because the cost of carriage will be very high. That is why I appeal to Government to pay more attention to the means of communication in Shertalai taluk which has been much reputed as a taluk very backward in means of communication. It has been even considered as a penal settlement.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. E. P Varghese.]

Let me not be misunderstood when I say that I oppose the comforts of life to the metropolitan residents. What I mean is that these can very well wait for days of prosperity. In these days of economic depression Government have to provide for such works as roads and other means of communication in rural parts, which would afford great relief to rural population by affording them work and consequently means of livelihood. With these observations and reservations I support the demand made for the Public Works Department.

Mr. M. N. Paramesvaran Pillai: Sir, I wish to offer a few remarks about the Public Works Department. I am glad that the Government have decided to take up the question of the supply of protected water to the municipal towns of Alleppey, Shencotta and Nagercoil. Till now, such towns were receiving only a step-motherly treatment at the hands of Government. Even in the matter of the proposed water supply, it is seen from the Financial Secretary's speech that the Government intend to treat them only in the same manner. For, we find that, unlike in Trivandrum, the water-supply schemes in these towns are going to be restricted to the supply of water through public street taps alone with no house connections. Whatever that be, I am sure the inhabitants of these towns will nevertheless regard this as a real boon and bless the Government for this noble and benevolent act. With regard to the supply of protected water to the towns of Alleppey, Shencotta and Nagercoil, the Government must see that the schemes are completed and water is supplied to the people as early as possible. A scheme should also be drawn up for the supply of good drinking water to the rural areas of Kuttanad in the Ambalapuzha taluk where, for the major part of the year, the people, at present, get only salt water. So, also, the people inhabiting the coastal regions are put to much inconvenience and hardship on account of the want of good drinking water. Nobody seems to feel any sympathy for these suffering people.

Government have been lavishly spending lakhs and lakhs of rupees for beautifying the city of Trivandrum. Sir, the budget for the ensuing year also shows that, while it is a budget for the whole country so far as the receipt side of it is concerned, it is mainly a budget for the city of Trivandrum in regard to the expenditure side.

Mr. K. Madhavan Pillai (*Trivandrum* cum *Nedumangad*): Is the member's municipality against it?

Mr. M. N. Paramesvaran Pillai: The Trivandrum Municipality may not be against it. Further, it must be remembered that I am not representing the municipal interests alone

LIBRARY ARCHIVES Kerala Legislative Assembly

although I have been returned to this House by the Municipal Councils. When once I am elected to the Council, I have to look to the interests of the State as a whole and not merely of my constituency.

Under the heads, Water Works, Drainage and Town Planning, more than Rs. 17 lakhs are proposed to be expended next year in this town alone, while such schemes themselves are likely to cost Government ultimately about a crore of rupees. Sir, I do not grudge Government spending fabulous sums in this city on such capital works ; but my serious complaint is that they do not pay sufficient and adequate attention to the absolute and urgent needs of other localities. I am sure, it will be admitted, without the least contradiction, that there are higher and greater needs in the country than the ornamental works on the Kaudiyar-Vellayambalam road its parapet walls, pylons, squares, circles or triangles or the improvement of the Tampanur valley. The town-planning scheme, I fear, is going to be a regular crusade against the poor whose lands will be forcibly acquired and re-auctioned, leaving them homeless and unprotected. Sir, this certainly is not the proper time to start such schemes of re-laying or building cities. Such schemes should be launched into execution in really prosperous times.

Mr. S. Piraviperumal Pillai: Will not these schemes also require labour ?

Mr. M. N. Paramesvaran Pillai: Yes, they do require, but most of the money is sure to go out of the State for the purchase of foreign materials.

In these days of economic depression when people find it rather difficult to make both ends meet, Government cannot expect them to conform to any town planning scheme that may be proposed by them. Under such conditions, it will, indeed, be cruel to deprive the poor people of their small holdings and drive them out of the town, so that others who are rich and well-off may have public parks, play-grounds, swimming baths and other amenities of life for their enjoyment. Sir, there must be a limit to this kind of policy.

No doubt, in the next year's budget there is an allotment of Rs. 36 lakhs for public works. But, if we deduct from this amount the cost of establishment charges and such other items, we will find that there is very little left under communications. In olden days, we have heard of big public works having been undertaken by Government as famine relief measures. But if we examine the detailed departmental budget of the Public Works Department for next year, we will be shocked to know that very many of these public works now proposed to be taken up by Government do

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[Mr. M. N. Paramesvaran Pillai.]

not afford much relief to the working classes ; but on the contrary, they only help to drain the country of much of its wealth, which is to be utilised mostly for purchasing foreign materials. In almost all cases, the percentage of money to be actually spent in the country will be comparatively low and insignificant.

In this connection I have to point out for the serious consideration of Government another important point. Till 1108, the Electrical Department was working as a unit of the Public Works Department. But in that year, it was separated from the Public Works Department and placed under the direct control of Government with the Electrical Engineer in charge of it. Now, Water Works and Drainage, which form part of the legitimate works of the Public Works Department, are also proposed to be taken away from the control of the Chief Engineer to be formed into a separate department known as "the Water Works and Drainage Engineering Department." The head of this department is to be designated Water Works and Drainage Engineer to Government and the Chief Engineer, Public Works Department, will hereafter be known as the Chief Engineer, Roads, Buildings and Irrigation. In view of all these changes and bifurcations, I ask Government to consider whether it will not be possible for them to reduce the expenditure on establishment in the Public Works Department, by abolishing some posts and also, by reducing the expenditure on salaries of high-paid officers including the pay of the Chief Engineer. The present Chief Engineer being a covenanted officer, it may not be possible to reduce his salary. At any rate, after he leaves our service, the pay of the Chief Engineer could be brought down.

With these words, I support the motion.

Mr. H. O. L. Marikkar (*Minachil* cum *Devicolam*) : Sir, we are financially committed in the Cochin port, and, therefore, it is to our interest to see that commercial traffic that side is increased and developed. All the produce in the High Ranges, practically, is now being shipped through the Tuticorin port. Naturally, this deprives the Cochin port of its legitimate income. A railway line, preferably broad-gauge, from Alwaye to Neriamangalam is sure to attract the estate owners in the High Ranges to take their produce to Cochin for shipping. It is the Government that stand to gain by that. At present it is British India that gets all the profits on account of the transport and shipping of the High Range products

I have to submit a word about the cardamom lands in the north. It is true, Sir, that they are owned by people who do not reside in Travancore. Sir, cardamom estates are full of jungle,

LIBRARY ARCHIVES Kerala Legislative Assembly

which, in the interests of cardamom, cannot be cleared. Therefore, nobody can be expected to reside in the cardamom estates That is the reason why the owners of these estates live in the plains in British India nearest to these estates. Sir, it is very necessary that more roads are opened in this cardamom area in order that the transport of cardamoms may be facilitated. As it is, the whole of it is taken to Bodinayakanur in British India ; and it is there that it is sold in big lots to merchants from Bombay and other places. And, since these transactions take place in British India, the profits made even by the owners of our cardamom estates are assessed to income tax only in British India. On the other hand, if we give them facility, by opening out new roads and means of communication, to do their trade in Travancore itself, the Government of Travancore can assess them to income-tax on their large profits. I am sure the income-tax revenue of our Government will gain lakhs of rupees if we make it possible for the cardamom business to be transacted within the Travancore borders. Recently, Sir, the tax on these cardamom lands has been increased by one rupee per acre so that the Government are now getting about Rs. 40,000 more every year from this cardamom area. At least this amount, the Government must set apart for the opening of new roads in this area, especially because it is sure to bring them more income-tax.

Sir, we expect to have electricity in the High Ranges very shortly. I would suggest to Government the opening of a ropeway by them for the transport of goods from Pallivasal to Neriamangalam. From Neriamangalam, if the railway that I suggested is opened, goods can be taken by train to the Cochin port.

The Devicolam-Kumili road has to be completed and several branch roads have to be opened to the various estates in the region. If that is done, as I said, cardamom trade will flourish within Travancore territory, and the whole of the hill produce, which now goes to Tuticorin, will be diverted to Cochin harbour in which our Government are interested. I know, Sir, that lakhs of rupees are to be spent on the Pallivasal road. But that road will not be of any use to the cardamom planters. Also, there are good roads in the concession area. They have been opened by the lessees who also keep them in proper condition. Nobody is asking for roads in the concession area. What I am now asking is that more roads should be opened in the cardamom area. The most important road is the Devicolam-Kumili road. The Government must make it a point to complete not less than 15 or 20 miles of this road every year, especially from Periakanal to Kumili.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. H. O. L. Marikkar.]

So far as Anjanad is concerned, there is absolute need for a small irrigation tank there ; and the people of the place have been petitioning Government for that for the last so many years. Sir, Anjanad is not in need of any big scheme like the Kodayar project. Even the estimate that was once prepared was only for twenty or twenty-five thousand rupees. I am sure, if it is fully investigated, the estimate will even go down to ten or fifteen thousand rupees. This year, the budget shows a provision of rupees four hundred for investigation of the scheme. Sir, every year, we hear of investigation ; but nothing further is done.

In regard to the Tampanur valley in this town, what I would suggest to the Government is that they should acquire some extensive area within the town limits (in Nanthencode or Pattam for instance, where big hills are available), and build small sanitary houses like the railway quarters and give them over to the poor people whose houses the Government propose to acquire for the new Tampanur valley road. These poor people may be asked to pay a small rent to Government for the new houses ; and the cost incurred by Government on account of the acquisition of land and the building of these small houses may be recovered from these people in small instalments so that they could become absolute owners in about twenty or thirty years. A scheme like that will avoid the criticism that is now levelled against the proposed Tampanur valley scheme. And, it will also be a great boon to the poor people who are to be rendered homeless by the proposed town-planning scheme. A co-operative scheme of house-building, or something like that, may be launched by the Government for this purpose.

With these words, I support the motion.

Mr. M. P. Madhavan Pillai *Tiruvalla*): സർ, പൊതുമരാമത്തു ഡിപ്പാർട്ടുമെൻറിൽ നിന്നും ഗ്രാമങ്ങളിലേയ്ക്കും പ്രത്യേകിച്ചു മദ്ധ്യതിരുവിതാംകൂറിലേയ്ക്കും ചിലവുചെയ്യുന്നതിനു ബഡ്ജറിൽ കൊള്ളിച്ചിരിക്കുന്ന തുക വളരെ തുച്ഛമായിരിക്കുന്നു. ഗ്രാമങ്ങളിലുംമറ്റും അധിവസിക്കുന്ന തൊഴിലില്ലാത്ത സാധുക്കൾക്ക് അവരുടെ പട്ടിണിക്ക് എന്തെങ്കിലും സ്വല്പം ശമനത്തെ ഉണ്ടാക്കിത്തീർക്കുന്നതിലേക്കു പണ്ടാരപ്പാട്ടമാംവിധത്തിൽ പൊതുമരാമത്തിലേക്കുള്ള തുകകൾ വിഭജിച്ചു ഓരോ സ്ഥലങ്ങളിലും ചിലവുചെയ്യേണ്ടതു് അത്യന്താപേക്ഷിതമായിരുന്നു. ഈ ഡിപ്പാർട്ടുമെൻറിലേക്കു മാറ്റിവച്ചിട്ടുള്ള തുകയുടെ സിംഹഭാഗം തലസ്ഥാനനഗരിയിൽത്തന്നെ ചിലവുചെയ്യണമെന്നു തീർച്ചചെയ്തിരിക്കുന്നതു കഷ്ടം തന്നെ.

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സർ, എന്റെ നിയോജകമണ്ഡലത്തിലെ ഏതാനും പ്രാദേശികാവശ്യങ്ങളെ മുൻനിർത്തിക്കൊണ്ടാണ് ഞാൻ ഇപ്പോൾ സംസാരിക്കുന്നത്. തിരുവല്ലായിൽനിന്നും മാവേലിക്കരവരെ പോകണമെങ്കിൽ മൂന്നു മുറുകളും ഒരു തോട്ടം കടന്നതിന്റെ ശേഷമേ സാധിക്കയുള്ളൂ. വർഷകാലങ്ങളിൽ ജനങ്ങൾ എത്രത്തോളമാണ് ഈവഴിയിൽക്കൂടി യാത്രചെയ്യുന്നതിനു കഷ്ടപ്പെടുന്നതെന്ന് ഒരു കയ്യംകണക്കുമില്ല. കുറെക്കാലങ്ങൾക്കുമുമ്പു കടത്തുകടവിൽ കടത്തുകാശു ഗവണ്മെന്റിൽനിന്നും എർപ്പെടുത്തിയിരുന്നു. ആ കാലങ്ങളിൽ ചില ചില്ലറ സാമാനങ്ങളുംകൊണ്ട് ഈ വഴിക്കു യാത്രചെയ്യുന്നവർക്ക് ഉദ്ദേശിക്കുന്നസ്ഥലത്തു ചെന്നെത്തുമ്പോഴെക്കു സാമാനത്തിന്റെ മൂന്നിലൊന്നോ, നാലിലൊന്നോ മാത്രമേ ശേഷിക്കയുണ്ടായിരുന്നുള്ളൂ. ഈ കഷ്ടതകൾ ആ കാലത്തെ അസംബ്ലിമെംബർ ഗവണ്മെന്റിന്റെ ദൃഷ്ടിയിൽപെടുത്തുകയും തൽഫലമായി കടത്തുകാശു വള്ളക്കടവുകളിൽ നിറുത്തൽ ചെയ്കയും ആണ ചെയ്തത്. ഇങ്ങനെ ജനങ്ങൾ അനുഭവിക്കുന്ന സങ്കടങ്ങളേയും മറും മുൻനിർത്തിക്കൊണ്ട് പുളിക്കീൽ കടവിലും, പന്നായിക്കടവിലും,വലിയപെരും പുഴക്കടവിലും ഓരോ പാലം കെട്ടിക്കേണ്ടതാണെന്ന വളരെക്കാലമായി അസംബ്ലിയിലും പന്നിട്ട ഈ പരിസ്ഥിതിച്ചു നിയമസഭയിലും നിവേദനങ്ങൾ സമർപ്പിക്കയും ചെയ്തിട്ടുണ്ട്. ഗവണ്മെന്റിൽനിന്നും ഏതാനും തുകകൾ ചിലവുചെയ്ത് എസ്റ്റിമേറു തയാറാക്കുകയും മറും ചെയ്തിട്ടുണ്ട്. എന്നാൽ കുറെക്കാലമായി ഇതിനേപ്പറ്റിയാതൊരുകോംപ്പോരും കേൾപ്പിയും ഇല്ലാതായിത്തീർന്നിരിക്കയാണ്. ഇതുപോലെതന്നെ മല്ലപ്പള്ളിൽ പൂവനക്കടവിൽ ഒരു പാലം പണികഴിപ്പിക്കേണ്ട ആവശ്യകതയെപ്പറ്റി അസംബ്ലിയിലും നിയമസഭകളിലും മറും ആവശ്യപ്പെട്ടതനുസരിച്ച് എസ്റ്റിമേറു തയാറാക്കുകയും ൧൦൯-ൽ ൪൦൦൦ രൂപായും ൧൦൯൧ൽ ൩൦൦൦ രൂപായും ബഡ്ജറിൽ കൊള്ളിക്കയും ഏതാനും തുകകൾ ചിലവു ചെയ്കയും ചെയ്തിട്ടുണ്ട്. ൧൦൯൨ തുടങ്ങി ബഡ്ജറിൽ ഇക്കാര്യം വിട്ടുപോയതായിട്ടാണിരിക്കുന്നത്. ഈ സ്ഥലത്തു ഒരു പാലം കെട്ടിക്കേണ്ടതു് അത്യാവശ്യമാണെന്നു ൧൦൯൩ൽ തിരുവിതാംകൂർ ദിവാൻ മിസ്റ്റർ റൗ. ആസ്റ്റിൻ അസ്ഥലംസന്ദർശിച്ച അവസരത്തിൽ ആ സ്ഥലവാസികൾ അദ്ദേഹത്തെ മനസ്സിലാക്കിച്ചതിന്റെ ഫലമായി ഈ പാലം കെട്ടിക്കുന്നതിലേക്ക് ആവശ്യമുള്ള സ്ഥലങ്ങൾ രണ്ടു കരയിലും ഗവണ്മെന്റു പൊന്നുംവിലക്കു വാങ്ങുകയും ചെയ്തിട്ടുണ്ട്. എന്നിട്ടും ഈ കൊല്ലത്തിലും ഈ കാര്യം ബഡ്ജറിൽ കൊള്ളിക്കാതിരിക്കയാണു ചെയ്തിട്ടുള്ളതു്.

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[Mr. M. P. Madhavan Pillai.]

സർ, തിരുവിതാകൂറിൽ ഏറ്റവും പ്രധാനപ്പെട്ടതായ ചങ്ങനാശ്ശേരി ചന്തയിൽ കൊണ്ടുവരുന്നതായ മിക്കവാറും മലംചരക്കുകളും കറിസാമാനങ്ങളും ഈ കടവു കടത്തിയാണു കൊണ്ടുപോകേണ്ടതു്. ക്രോതെ മല്ലപ്പള്ളിചന്ത, വായിപ്പുചന്ത തുടങ്ങി പലചന്തകളും, ഇംഗ്ലീഷ്ഹൈസ്കൂൾ തുടങ്ങി പലസ്കൂളുകളും പല ഗവണ്മെൻറാഫീസുകളും ഇതിൻെറ രണ്ടു കരകളിലും സ്ഥിതിചെയ്യുന്നുണ്ടു്. റാന്നി, കോന്നിമുതലായ സ്ഥലങ്ങളിൽനിന്നും കോട്ടയത്തേക്കും, പീരുമേട്ടിലേക്കും മറ്റും പോകുന്നതിലേക്കുള്ള ഒരു പ്രധാന മെയിൻറോഡും ഇതാണു്. സർ, പ്രത്യേകിച്ചു് ഒരു കായ്വും ഗവണ്മെൻറിൻെറ ദൃഷ്ടിയിൽപെടേണ്ടതായിട്ടുണ്ടു്. ഈ സ്ഥലങ്ങളിൽ അധിവസിക്കുന്ന സാധുജനങ്ങൾക്കു വിഷമംകൂടാതെ പുറത്തിറങ്ങി നടക്കുന്നതിനു നിവൃത്തിയില്ലാതിരുന്ന കാലഘട്ടങ്ങളിൽ ആ സ്ഥലവാസികൾതന്നെ ഗവണ്മെൻറിൽനിന്നും ലയിൻ ഇട്ടു വച്ചുകൊടുത്തിട്ടുള്ളതനുസരിച്ചു് അവരവരുടെ സ്വന്തം ഭൂമിയിൽകൂടിയാതൊരു പ്രതിഫലവും വാങ്ങാതെ സ്വന്തപ്രയത്നത്താലും, ക്രോകൊടുത്തു വെട്ടിച്ചിട്ടുള്ളതായിട്ടും ഏകദേശം ഫർലോമയിൽ ദൂരത്തോളം റോഡുകൾ ഉണ്ടു്. ഈ റോഡുകൾ ഗവണ്മെൻറിൽനിന്നും യാതൊരു പ്രതിഫലവും പറ്റാതെ ഗവണ്മെൻറിലേക്കു വിട്ടുകൊടുത്തിട്ടുണ്ടു്. ഈ റോഡുകൾ ഗവണ്മെൻറിലേക്കു വിട്ടുകൊടുത്തിട്ടു വളരെക്കാലമായിട്ടും കരംകൂടി ഇല്ലാതെ കൂടികൾതന്നെ കൊടുത്തുകൊണ്ടാണിരിക്കുന്നതു. ഡിപ്പാർട്ടുമെൻറു കണക്കനുസരിച്ചു് ഒരുമൈൽ റോഡിനു ചിലവു കണക്കാക്കപ്പെട്ടുന്നതു കുറഞ്ഞപക്ഷം ആയിരം രൂപായാണു്. ഈ നിലക്കു് ഈ ഫർലോമൈൽ റോഡിനു് ഒന്നര ലക്ഷം രൂപായിൽ കൂടുതലായ ഒരു തുകയാണു ഗവണ്മെൻറിനു ലാഭമുണ്ടായിട്ടുള്ളതു്. ഇപ്രകാരം ഗവണ്മെൻറിനു ലാഭമുണ്ടായിട്ടുള്ള ഈ വൻപിച്ച തുകയുടെ സല്പലപലിശയെങ്കിലും ആ സ്ഥലത്തുള്ള പാലത്തിനും മറ്റും ചിലവഴിക്കാതിരിക്കുന്നതു വളരെ കഷ്ടംതന്നെയാണു.

സർ, തിരുവല്ലാ ടൗണിൽ പെരിങ്ങരകടവിൽ ഒരു ചെറിയപാലത്തിനായി ഫ 0 വ-ലും ഫ 0 ൻ-ലും രണ്ടായിരം രൂപാവീതംകൊള്ളിച്ചിട്ടുണ്ടായിരുന്നു. ആ തുകകളും ലാപ്സാക്കുകയും പിന്നീടു ബഡ്ജറ്റിൽ കൊള്ളിക്കാതിരിക്കുകയും ആണു ചെയ്തിട്ടുള്ളതു്. തിരുവിതാംകൂറിലെ പ്രധാനപ്പെട്ട ചന്തയിൽ ഒന്നാണു കോഴഞ്ചേരിചന്ത. ആ ചന്തയിലേക്കുള്ള പാലവും ആ ലയിനിൽ കഴക്കോട്ടുള്ള കുമ്പഴപാലവും തീർത്തു് ആ ലയിനും ശരിപ്പെടുത്തേണ്ടതത്യാവശ്യമാണു്.

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സർ, മണിമല ആറിന്റെ സ്ഥിതിഗതികളെപ്പറ്റി രണ്ടുവാക്കു കൂടി പറയണമെന്നു വിചാരിക്കുന്നു. വർഷം ആരംഭിച്ചാൽ പെട്ടെന്നു വെള്ളം കവിയുകയും തീരപ്രദേശങ്ങളിലുള്ള എല്ലാവക കൃഷികളും നശിക്കുകയും വേനൽ ആരംഭിച്ചാൽ ഉടൻ വെള്ളംതീരെ ഇല്ലാതാകുകയും ചെയ്യുന്നുണ്ട്. വേനൽകാലങ്ങളിൽ വെള്ളംതീരെ ഇല്ലാത്തതിനാൽ വള്ളങ്ങൾ കൊണ്ടുപോകുന്നതിനു തീരെ സൌകര്യമില്ലാതാണിരിക്കുന്നതു്. പമ്പയിലും മറ്റും വേനൽക്കാലത്തു ചാലുമാന്തിച്ചു വള്ളം കൊണ്ടുപോകുന്നതിനുള്ള സൌകര്യം ഉണ്ടാക്കുന്നതുപോലെ മണിമല ആറിലും ഈ ജോലി നടത്തിച്ചു കച്ചവടസാമാനങ്ങളും മറ്റും വള്ളങ്ങളിൽ കൊണ്ടുപോകുന്നതിനുള്ള സൌകര്യങ്ങൾ ഉണ്ടാക്കേണ്ടതു് അത്യാവശ്യമാണു്. ഞാൻ പറഞ്ഞതായ ഈവക ജോലികൾക്കു് ഈ ആണ്ടത്തെ ബഡ്ജറിൽതുക കൊള്ളിച്ചിട്ടില്ലാ എങ്കിലും പ്രത്യേകിച്ചു് ഒരുതുക അനുവദിച്ചു് ഈ ആണ്ടിൽതന്നെ പണികൾ ആരംഭിക്കേണ്ടതാണു്.

സർ, മദ്ധ്യതിരുവിതാംകൂറിൽ വർഷകാലങ്ങളിൽ ജനങ്ങൾ അനുഭവിച്ചുകൊണ്ടിരിക്കുന്ന സങ്കടങ്ങളെപ്പറ്റി ഗവണ്മെൻറു വേണ്ടതു പ്രവൃത്തിക്കുമെന്നു വിശ്വസിക്കുകയും ഈ സ്ഥലങ്ങളിലുള്ള സാധുജനങ്ങളുടെ സാമ്പത്തിക വിഷമത്തിനു അല്പസ്വല്പമെങ്കിലും ഉപശാന്തി ഉണ്ടാകത്തക്കവണ്ണം ഉടൻതന്നെ ഏതാനും മരാമത്തു ജോലികൾ ആരംഭിക്കുന്നതിനു വേണ്ടപണം അനുവദിക്കണമെന്നഭിപ്രായപ്പെടുകയും ചെയ്തുകൊള്ളുന്നു.

Mr. P. Padmanabhan Tampi: Sir, I beg to oppose the demand. An important work proposed to be taken up by Government in the course of the next year is stated to be the improvement of the Tampanur valley in the Trivandrum town. In the words of the Financial Secretary—

> "The working out of this scheme will make available an exent of over 300 acres of land in the very heart of the town for healthy habitation. The lands will be acquired by Government in the first instance and sold for house sites. The cost of roads, public parks etc., will alone be finally debited to Government while the recoveries on account of sale of house sites will be credited to the Advance head. For this work a sum of Rs. 5 lakhs has been provided in the ensuing year's budget under Advances."

Sir, if the poor people are not able to put up houses according to the plan proposed by Government, their lands should not be taken over by Government. The right of acquisition, which is a right, and an extraordinary right taken by Government, is clearly laid down under Section 4 of the Land Acquisition Regulation.

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. P. Padmanabhan Tampi.]

Land is to be acquired only for *public purpose*. A land cannot be acquired under the Regulation purely on commercial basis. Here, Sir, the Government are going to take the land from the people and sell the same for a higher price and thus make a profit out of it. There was a proposal like this at Pudukotta and the Imperial Government disallowed it.

Mr. M. Govindan : May I know from the member whether beautifying the town is not a public purpose within the meaning of that section ?

Mr. P. Padmanabhan Tampi : It is not for beautification of the town. Lands are to be taken from the people as a penalty for not putting up houses according to the plan given by the Government. This is not a public purpose. Beautifying may be a public purpose but because the people are not prepared to take certain schemes enunciated by Government they are taking the lands back from the people; that is not a public purpose—that is my contention.

Anyhow, there was such a proposal at Pudukotta and that proposal was turned over by the Imperial Government. I submit, Sir, that the Town Planning Regulation has not yet been put into operation. Under the Regulation, as it stands, the Government will not be authorised to take such a course as it will lead to so many disruptions between the private land-holders and Government. Even if the question of law may be otherwise, in case Government are inclined to take these lands, suitable lands should be given to such land-holders or Government should put up buildings according to their plan and lease out the buildings and after realising the amount spent on it, the land along with the buildings should be given to the land-owners after a certain period. I tell you, Sir, that the present policy of acquiring the lands will work very great hardship on the poor people of the Tampanur valley.

Then again coming to the demand, I am sorry a long pending question before the Government in the matter of the Kodayar reservoir is not considered by them. The question of increasing the capacity of the Kodayar reservoir was engaging the attention of the Government for the last 20 years. This matter was brought before the House even at the last session, and the Chief Engineer's attention was particularly drawn to this.

Another matter that I have to bring to the notice of this House as well as the Chief Engineer is that sufficient amounts are not allotted for the restoration of tanks. In the recent drought, the Chief Engineer and the Land Revenue Commissioner may have seen how these tank areas were dried up and as a result enormous crops faild. I tell you, Sir, that that also requires consideration of

LIBRARY ARCHIVES Kerala Legislative Assembly

Government. Government may find funds for unnecessary expenditure and if such expenditure is stopped they can find funds for useful purposes like this. In this connection, I would refer Government that a sum of Rs. 4·25 lakhs has been budgeted for the conduct of *Murajapam*. This amout is a waste and the ceremony, Sir, is a useless ceremony which supports only a particular class of people.

Mr. Kochikal P. Balakrishnan Tampi (*Mavelikara and Kartikapalli* cum *Kunnattur*): Does the honourable member represent the orthodox Hindu opinion in the matter?

Mr. P. Padmanabhan Tampi: It is my opinion. We spend such a large amount from the purse of the general tax-payer. On the other hand if this is spent for the relief of the poor it would be of immence good. With these few words, I oppose the motion.

Mr. G. B. E. Truscott: Sir, Mr. John Kattakayam, when he moved his motion yesterday, made some ill-informed remarks regarding myself. He also questioned my fitness to hold the post of Chief Engineer. I do not propose to answer Mr. Kattakayam about my competency for the post I hold; but I should like to refer to some of the other statements made by him. As he himself had perhaps occasion to realise in his official dealings with me, I am not easily susceptible of personal influence to act against my convictions. My subordinate officers are many of them competent and I am certainly expected to consider and accept their advice whenever I see no reason to differ from them.

Mr. M. N. Paramesvaran Pillai: May I know from the member whether Mr. Kattakayam had at any time attempted to use undue influence over the member?

President: He never said he did it. All that the Chief Engineer said was that he is not susceptible.

Mr. G. B. E. Truscott: As I said, Sir, my subordinate officers are very competent men and honest men too. I cannot disregard their views if they are acceptable and cannot be expected at every occasion to turn down their proposals and belittle them if that be what my friend means.

Mr. Kattakayam says I am an Electrical Engineer, presumably because I had been engaged on hydro-electric works. This is a novel theory and, if continued, would mean that if I designed and built, say a brewery, I should be designated as a brewer and so on.

Mr. Kattakayam referred to my not putting up designs with estimates. It has not been the practice in the department in the past always to put up designs and specifications and conditions of contract along with the notice inviting tenders for works. That

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. G. B. E. Truscott.]

system leaves loopholes for avoidable extra claims and is therefore defective and often places the contractors in an advantageous position over the Government in the matter of such claims. Steps have therefore, been taken suitably to revise the existing forms of tender notifications and tender.

Designs are ordinarily prepard by the department while sanctioning estimates and before tenders are invited for the execution of works. In important cases alternative designs are often prepared and comparative costs worked out before final decision. In ordinary cases, the plans so selected by the department are followed in execution; but in the case of very important structures, especially major bridges over the big rivers or on important roads, the departmental designs, though acceptable in themselves, are not generally taken as final till after further scrutiny by comparision with quotations on alternative designs which specialist engineering firms or contractors are permitted to submit while tendering for the work. This form of calling for tenders is intended to take advantage of the latest advancement in the technique of design which specialist engineering firms with large and varied experience and constructional equipment possess in a great degree. There is hardly any local firm of such specialists in Travancore though there are many in India outside Travancore. This is not a novel procedure adopted by me. It is in keeping with engineering practice in all civilised countries. The practice is current in the British P. W. D. and, even in Travancore, my predecessors had, whenever occasion demanded, resorted to the system in the case of such works as the Alleppy Pier, the Chengannoor bridge and the Punalore suspension bridge; even the Warkala tunnel, I am told, was built by miners from Europe. So it is not a novel idea that I invite designs from tenderers.

Mr. Kattakayam had also a word to say about the architectural draftsmen I have asked for. The proposal was made not because there are no draftsmen here who are competent to do the work but because my drawing office is understaffed and those available are fully engaged on other works and cannot be spared for this work.

Mr. Kattakayam referred about contracts being given to non-Travancoreans.

Mr. S. Adam Sait (*Nominated*): May I know who built the Neendakara bridge?

Mr. G. B. E. Truscott: Messrs. Braithwaite of Calcu ta

If it will not be considered as bad taste, I may be permitted to say as an instance that, when I was unwittingly persuaded to countenance the award of a contract for the maintenance of a road

LIBRARY ARCHIVES Kerala Legislative Assembly

to one of the members of this House, who professed considerable interest in its upkeep, I was disappointed to notice during my last inspection of the locality that the road had deteriorated and that the experiment was a failure.

Mr. M. N. Paramesvaran Pillai: May I know who that honourable member is?

Mr. J. John Kattakayam: ഈ റോഡിന്റെ അനാസ്ഥയെ സംബന്ധിച്ചു ഞാൻ മെമ്പക്കെഴുതി അയച്ചപ്പോൾ ഞാൻതന്നെ അതു നടത്തികൊള്ളണമെന്നു മെമ്പർ ആവശ്യപ്പെട്ടതനുസരിച്ചല്ലേ ഞാൻ അതു ഏറെറടുത്തതു്?

Mr. G. B. E. Truscott: Mr. John Kattakayam took up the maintenance of the Todupuzha-Arakulam road on contract.

Mr. J. John Kattakayam: ഞാൻ എപ്പോഴും നടന്നുകൊണ്ടിരിക്കുന്ന റോഡിന്റെ അനാസ്ഥയെപ്പററി എഴുതി അയച്ചപ്പോൾ "ഞങ്ങൾക്കു എപ്പോഴും നോക്കാൻ വയ്യാ, അതുകൊണ്ടു നിങ്ങൾതന്നെ അതേറെറടുക്കണം" എന്നു മെമ്പർ ആവശ്യപ്പെട്ടിട്ടല്ലേ ഞാൻ അതു ഏറെറടുത്തതു്?

Mr. G. B. E. Truscott: Mr. John Kattakayam did complain about the condition of that road and I myself saw its condition just a year ago and its condition when I last saw it a few weeks ago was no better.

Mr. M. N. Paramesvaran Pillai: Is the member entitled to disclose here such relationship as he had with members outside the Hall?

President: It was a contract given in public. There is no secret about it.

Mr. P. Padmanabhan Tampi: May I know whether that contractor is a professional contractor?

Mr. G. B. E. Truscott: He must be a professional contractor, if he receives money for his work.

Another point raised by Mr. Kattakayam is that I am not visiting rural parts. This is incorrect. I do as much travelling as time permits. I have visited Mr. Kattakayam's constituency several times in addition to other rural parts and shall continue to do so as circumstances permit.

Mr. J. John Kattakayam: മെമ്പർതന്നെ ഈ റോഡിന്റെ മേൽനോട്ടം വഹിക്കണമെന്നാവശ്യപ്പെട്ടിട്ടല്ലെ ഞാനിതിന് വിധേയനായതു്? എന്റെ ചോദ്യത്തിനുത്തരം പറഞ്ഞില്ല.

LIBRARY ARCHIVES Kerala Legislative Assembly

President : We are not now at the old contract. The Chief Engineer is referring to some other allegation of Mr. Kattakayam.

Mr. G. B. E. Truscott : I went over to the constituency of Mr. Kattakayam and know the requirements there. The real difficulty in opening up and improving communications is lack of funds and a priority list of roads. As the House is aware, we had a Road Board. They made out a list of roads but could not agreee as to priority of construction.

Mr. J John Kattakayam : മെമ്പർ തൊടുപുഴവന്നപ്പോ ൾ ഒരു റോഡ് നോക്കണമെന്നു ഞാൻതന്നെ പറഞ്ഞിട്ടും, മെമ്പർ അ വിടെവന്നു നോക്കിയോ ?

Mr. G. B. E. Truscott : As I was saying, Sir, the Road Board was formed with the idea of classifying roads according to priority. But the Board was not able to do that. Proposals are now before Government for appointing a Road Engineer to make a list of roads required according to priority.

Mr. Kattakayam referred to the making of cement in Travancore. I agree it would be a good thing to have a cement factory in the State and if Mr. Kattakayam can show me a good limestone quarry site I shall be only too pleased to take up the matter.

Mr. G. Narayana Aiyar was vehement about the use of Indian cement. All cement supplies are contracted for yearly by open tender. The development of cement industry in India is recent and the Indian cements are steadily improving in quality. Till recently, imported British cement was competing successfully both in quality and price with the Indian product. Now since the Nilgri Cement Company is in operation, we have received slightly better terms from that company and the contract for next year is already awarded to them.

With regard to the allotment of funds for works at the capital, I do not think that members should grudge money being spent to beautify the capital. It is the capital of the State and any Travancorean should be proud of its being made in every way up-to-date with all modern conveniences. This is generally the case everywhere.

Mr. Kunjitomman referred to the question of relief measures and pointed out that time is opportune to raise a loan and start works which can be carried out with unskilled labour. I referred to this in my speech yesterday on the adjournment motion. Government are seriously considering the question of relief measures. But I wish to point out that more than relief works, what is urgently wanted is to put the agriculturist and the planter and the landowner on their feet again to relieve them from the clutches of the usurious money-lenders.

LIBRARY ARCHIVES Kerala Legislative Assembly

Some members raised the question of the lapse of funds. This is not a peculiar feature of the Travancore P. W. D. and is beyond the control of the department. Sometimes it is due to the delay in the acquisition of lands. The fault is not always due to the Land Revenue Department, either. We get promises from the people that land will be given free. But when we start works, we find opposition and they refuse to surrender the lands. All lands have therefore to be acquired before work is started.

Mr. Narayana Menon urged the need for the abolition of the licence fee on *vallams*. By *vallams* I presume he means *vallams* used by the agriculturists for their personal use. It was the practice formerly to make no distinctions between *vallams* used for private purposes and those used for commercial purposes. They had to be licensed every year at a rate of one rupee per ton. But a distinction has been made since 1931 whereby *vallams* used for the personal use of the owners and not plying for hire are registered once only in their life-time so long as the ownership does not change. The fee fixed is only two rupees irrespective of the tonnage, vessels less than one ton being exempted from registration or licensing.

It was suggested that the Road Development Fund should be diverted for other works as well. I may inform the House that this fund is intended to be used for the construction and improvement of through communications and the bridges thereon. Such being the case, it is not possible to divert it for other purposes.

Mr. K. P. Nilakanta Pillai spoke about the extension of the Shoronore canal to Cape Comorin. I went into the question of that canal some time ago. There is a difference of opinion whether such a canal will be of such use as would justify its cost of construction. On a rough calculation, the figure works out from 25 to 30 lakhs of rupees for making it navigable.

There appears to be a lot of misapprehension with regard to the appropriation of minor irrigation funds. I would say that those funds do not lapse but are kept as a separate irrigation fund and available for minor irrigation works whenever required.

Mr. Arumukham Pillai mentioned about the Kodayar reservoir and distribution of water. He was of the opinion that a separate division should be formed for irrigation in South Travancore. I do not think that a Division is necessary but proposals have been submitted to Government for forming a sub-division. Then the member compared the roads in the Nagercoil Division with those of other Divisions and said that the allotment proposed in the Budget of the current year for roads in the Nagercoil Division was low. Mr. Arumukham Pillai must realise that there are more roads in the

LIBRARY ARCHIVES Kerala Legislative Assembly

[Mr. G. B. E. Truscot]

Nagercoil Division than in other Divisions. I rather fancy that in the Nagercoil Division there is one and 1/6 mile of road for every square mile of area, in Central Travancore one mile for every four square miles and in North Travancore one mile for every six square miles. So then.....

Mr. Komilezhathu Sankaran: May I know from the member whether there is any road in Central Travancore connecting the Main Central Road with the Kayankulam backwater ?

Mr. G. B. E. Truscott: The member will please interpellate the Government on the subject.

As regards increase in the storage of the reservoir, I may inform the House that the Chittar scheme is being investigated. But it is very disappointing. The only addition we can expect is about six or seven square miles and the estimated cost of the scheme roughly works out at about five lakhs of rupees. The final scheme has not been submitted to Government ; but there are proposals for increasing the storage in the Kodayar reservoir, the cost of which will not be excessive.

Mr. M. N. Paramesvaran Pillai: What is the inconvenience caused in the location of the Irrigation Sub-Division Office at Trivandrum ?

Mr. G. B. E. Truscott: Such an office should be situated in a central place.

Mr. M. N. Paramesvaran Pillai: Is it not possible to shift one of the officers from Quilon to Trivandrum ?

Mr. G. B. E. Truscott: The complaint is that with the Sub-Division Officer's office in Quilon, people from Trivandrum have to go to Quilon to see the Sub-Division Officer. The same complaint would be made by the inhabitants of Quilon if the office is located in Trivandrum, but, as I said in the beginning, the location of the headquarters will be considered according to the exigencies of the work. There cannot be any hard and fast rule in regard to that matter.

President: The time allowed for the Demand has expired.

I put it that Demand II—Public Works Department, for Rs. 47,80,133, be passed.

The Demand was passed and the grant was made.

DEMAND III—EDUCATION.

Mr. C. V. Chandrasekharan: Sir, I move for a grant not exceeding Rs. 47,69,866 under Demand III—Education.

LIBRARY ARCHIVES Kerala Legislative Assembly